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SUNDAY, NOVEMBER 24, 1901.
A SUNDAY REFLECTION.

Our esteemed contemporary, the Portsmouth Star, reproduces an article from The Times on the duties of citizenship. Our remarks were based upon a sermon recently preached by a distinguished New York clergyman, in which he said, "If we go to perdition, either as a community or as a nation, it will be because you and I and others like us are too fine or too lazy or too self-seeking to care to make the protest and do the work and be the men and women who will prevent it."

Our comment was that many men are busy with their own affairs that they do not trouble themselves much about government, and we said that such men were not good citizens, however good they might be in other respects. The Star adds the following:
Sermon and commentary present the plain, unadorned truth, which, when reduced to its last analysis, gives us this painful fact, to wit: the worst citizen is the careless, indifferent, non-voting, non-paying citizen. To him can be traced all misgovernment—national, State and municipal. He is responsible for the rise and development of the American "boss." He is responsible for all bad laws and the ineffectiveness of good laws.

The Times points out, the average so-called good citizen, though he neglects to take part in the nomination of men for public position, and though he refuses to leave his business long enough to exercise one of the highest privileges known to civilized man—to vote, yet he is the first to protest, in words, against bad government. His citizenship begins and ends in impotent growling.
Contrast the citizenship of the good citizen with that of the ward boss and the ward heeler. The latter are on hand bright and early whenever and wherever men are gathered together for political purposes. They speak out in the meetings, they work, and work hard, to carry off the election, they are on hand with brilliant success. On election-day they are present at the polls. They make any personal sacrifice in order to fulfill this duty. They have their reward. Their man gets in. He stays at home, depending upon untroubled power to do for him and what he represents, what he is too lazy or too cowardly to do for himself. The so-called good citizens, in every community, are in the majority. They can do nothing to change the situation, just as they elect. If they deliberately refuse to exercise their power, common fairness demands of them deep silence in the face of inefficiency or rascality in public office.

This is no new doctrine. It is as old as the republic. It is as old as the time, honored saying that "eternal vigilance is the price of liberty." We have had a great deal to say on this subject, because it is, in our opinion, one of the most important questions now before the American people. We are such a busy people that we do not give the time that we should give to public matters. Every now and then the voters of Richmond become alarmed at the way the public affairs are being conducted, and then they arouse themselves and organize a good government league and go in for general reform. When they arouse themselves they accomplish their purpose for the time being, but after having won the victory they seem to think that further effort is useless, and so they turn away from public matters and devote themselves to their private pursuits and leave the government to take care of itself.

But the government will not take care of itself. It belongs to the people, and if the people do not take care of it, the professional politicians will. "Eternal vigilance is the price of liberty," as truly so to-day as ever.

FRENCH MINERS.
The prospective strike of the French miners involves the very existence of the Republic according to the opinion of the London Times. A special cablegram to the New York Times from the London Times says that the whole country is being stamped by strike orators and that the French miners' demands, which are shorter hours, more pay and pensions, would not only ruin the majority of the mine proprietors and shareholders, but would also involve the State in an annual expense of \$8,000,000 f.
The most serious phase of this situation is not so much the destruction of property and the ruin of innocent investors, though that would be very great, as the possibility of an armed conflict between the miners and the troops if the manufacturers attempt to import coal. It is conceded that the miners will attempt to force the Government's hand by tying up all the industries that depend upon coal, while the manufacturers will attempt, under the stimulus of self-preservation, to get their coal from elsewhere. The Paris correspondent asks: Can the Government count on the troops? On the answer to this question depends the continuance or destruction of the present Republic of France.

WHY FARMING DON'T PAY.
Among the conclusions reached by the Industrial Commission is that the farmers as a class have not kept up with the times. The report says that "one cause for the unsatisfactory condition of agriculture in some parts of the country is the conservatism of the farmers, their lack of quick adjustment to changed conditions and lack of effective business planning and management."
It seems absurd for an editor who never spent a single year of his life on a farm to give advice to farmers. Every man is supposed to know his own business, and the man who has devoted his life to agricultural pursuits is supposed to know better how to make a crop than the man who has spent his life in a newspaper den. But there are some general principles of business which apply to the farm as well

as to the factory, and it is not imprudent for an editor to discuss such principles. We believe that the Industrial Commission is right in saying that the farmers of this country have not kept pace with those who follow other pursuits. Many farmers, in fact most of them, carry on their work in the same manner as their fathers and grandfathers and great-grandfathers carried on their farming operations. If any manufacturer should pursue the same course he would soon come to grief.

In a certain Virginia town the tobacco industry was once most prosperous and nearly every man who engaged in the manufacture of tobacco made a fortune. All that such men had to do was to make the tobacco and put it on the market for sale. The supply was limited and there was a brisk demand for every pound of tobacco manufactured in that town. The work was done in a crude way, with little need for machinery, and so long as the old conditions existed the manufacturers continued to make money. But by and by there was a change in conditions, a change in the manner of manufacturing, and a change in the method of doing business. These old manufacturers, however, were set in their ways and refused to change their methods to suit the new conditions. They continued to manufacture in the old way and tried to sell their goods in the old way, but they went from bad to worse, and with hardly an exception they lost their grip on the trade and became bankrupt. It is one of the saddest chapters in Virginia history, a chapter which has never been written.

The world moves and every business man who hopes to get along must move with it and keep up with the progress of the age. The good old rules will not do for new times and that is a fact which the farmers of this country must learn. Successful farming implies a knowledge of business. Every farmer ought to understand something about the nature of soils and how to make soil tests. He ought to know what sort of land is adapted to this crop and that, and what sort of fertilizers should be used. This implies, we say, some scientific knowledge, but it is a knowledge with each and every farmer may have if he will take the trouble to acquire it.

In addition to this the farmer should be a man of affairs, a practical man of business. He should understand how to utilize all the means at his command and to turn into cash that which goes to waste. There was a time, for example, when the cottonseed of the South was either fed to stock or used for manure, but finally some scientific and thrifty man discovered that a first-class article of oil could be made out of cottonseed, and now there is a brisk demand for this product, and it can always be converted into cash. We believe that farmers could turn into cash many more of their waste products if they would only learn how. The farmer should also have some knowledge of finance. It is certainly better for him to borrow money and buy his supplies for cash and pay cash for his labor than it is for him to mortgage his crops in advance with the storekeeper and then draw his supplies from time to time from the store at a ruinous rate of interest.

Finally, the farmer should keep himself well informed as to trade conditions. He should study the market reports carefully and see how prices are moving, and see what sort of agricultural products are in demand, just as the manufacturer informs himself on such matters and manufactures goods to supply the existing demand. Farming is a business and it should be carried on according to business principles. If not, we do not see how any farmer can hope to succeed.

THE SUFFRAGE.
The reporters tell us that the sentiment in the Constitutional Convention against any understanding clause, or any device like it, is growing stronger every day. God grant that some solution of the problem may be found which shall be absolutely fair and honorable and above suspicion!

The fact that Virginia bonds are now selling at par reminds us that the State has recovered from the effects of Radicalism and regained her credit.
Shall the Constitutional Convention now do anything to bring discredit upon her? God forbid.

THE TRIUMPH OF FAITH.
(Selected for The Times.)
"Then Jesus answered and said unto her, 'O woman, great is thy faith! Be it unto thee even as thou wilt.' And her daughter was made whole from that very hour."—St. Matt. XV, 28.
A Canaanitish woman cries to our Lord for help in behalf of her daughter. "Have mercy on me," she begs, "O Lord, 'Thou son of David.' Such a cry would have shown great faith had she lived in Jerusalem or Bethany, but when we find that she came from the 'coasts of Tyre and Sidon' such a prayer may well fill us with surprise.

It ought to teach us that it is grace, not place, which makes believers. We may live in a prophet's family, like Gehazi, the servant of Elisha, and continue worldly, unbelieving and covetous. We may dwell in the midst of superstition and idolatry, like the little maid in Naaman's house, and yet be faithful witnesses for God and His Christ. It is possible to dwell on the 'coasts of Tyre and Sidon,' and yet sit down in the kingdom of God. Thus true faith is sometimes found where least expected. We see in this narrative that affliction sometimes proves a blessing to the soul. This mother had been sorely tried. She had seen her darling child grievously vexed with a devil and yet powerless to relieve her. But that trouble brought her to Christ and taught her to pray. Without it, she might have lived and died in careless ignorance and never seen Jesus at all. Surely it was good for her that she was afflicted.

Mark this well. We forget that every cross is a message from God and intended for our good. Trials are sent to make us think; to wean us from the world; to lead us to the Bible; to drive us to our knees. Health is a good thing; but sickness is far better if it leads us to God. Prosperity is a great mercy; but adversity is a greater one, if it brings us to unquenchable thirsting for the living water of God. Living in selfish carelessness and living in selfless carelessness are as far apart as the poles.

sin. Better a thousand times be afflicted like this poor Canaanitish mother and, like her, flee to Christ, than to live at ease like the "rich fool" and die without God and without hope.

This poor woman found little favor with the disciples. Perhaps they regarded any one from Tyre unworthy of their Master's help. Ah, do not judge of Christ by Christians! Peter and James and John may say to the afflicted soul: "Send her away." But such a word never comes from the lips of Jesus. He may sometimes, in His wisdom, keep us long waiting, as He did this poor mother. But He will never send us empty away.

The prayer of this afflicted mother at first seemed unnoticed. Jesus "answered her not a word." Yet she prayed on. The sentence which fell by-and-by from our Lord sounded encouraging: "I am not sent but to the lost sheep of the house of Israel." Yet she prayed on. The second saying of our Lord was even more heartening than the first: "It is not meet to take the children's bread and cast it to dogs." Even then she was not silenced. Even then she finds a plea for some "crumbs" of mercy to be granted to her. And at last her importunity obtained a gracious, a blessed reward: "O woman, great is thy faith; be it unto thee even as thou wilt!"

Let us remember this incident when we pray for ourselves. We are sometimes tempted to think that we get no good by our prayers, and that we might as well give them up altogether. Resist that temptation. It comes from the devil. Believe in God and pray on. Against our besetting sins, against the spirit of the world, against the wiles of the devil, let us pray and not faint. For strength to do duty, for grace to bear trials, for comfort in every trouble, continue in prayer. Be sure of one thing—no time is so well spent every day as that which we spend on our knees. Jesus hears us and in His own good time He will give us answer.

Let us remember this history when we intercede for others. Have we children who are wandering and in trouble? Have we friends and relatives about whose salvation we are anxious? Follow the example of this Canaanitish woman. Lay the State of their souls before Christ. Name their names before him night and day, and never rest until we get an answer.

We may have to wait many a long year. We may seem to pray in vain and intercede without profit. But never give up! Jesus is not changed. Remember that He who heard the agonized cry of that poor heathen mother and granted her request will also hear us, in His own good time, and one day give us an answer of peace.

AMERICAN OR BRITISH LOCOMOTIVES?

The question of the comparative value of British and American locomotives will not down. The argument between Lord George Hamilton and the British builders, has assumed a new phase as a result of a reply by the British builders, which is published in Commercial Intelligence of November 2nd. The reply, which is signed by the three leading firms of Glasgow, sums the whole matter up in their first sentence which is: "The American engine is designed with a view of reducing as much as possible the amount of hand-labor in the course of its construction and substituting machine work instead, and it is therefore a cheaper engine to build in works which are equipped for its construction than the British engine is in works equipped for the construction of the British engine."

The British locomotive builders go on to say that the Americans in competing for the Indian railways were not compelled to build the British type of engine. This is perfectly true, for the Americans absolutely declined to put in any bids for the design of engines used on the British railway at present. And very properly, because, as the writers of the letter in question state themselves, the British engine is necessarily more expensive than the American, by reason of its peculiar mechanism. The fundamental difference between the American and the British engine is that the British type applies its power to the driving-wheels by means of a crank axle, which requires very careful workmanship, and is found for pound the most expensive part of the engine to build, while the American engine has outside cylinders and applies its power by means of a crank-pin fixed on the driving-wheels. The other great points of difference are that the American engine has a bar frame and is set upon springs, while the British engine is springless and uses a slab frame. Furthermore, the British type of engine requires an amount of hand-work that is out of all proportion to the actual efficiency received.

It is, therefore, very clear why the American builder is able to offer an engine which will cost less per pound than the British competitor. And with the success that the American engines have had in this country, which is now the leading railroad nation of the world, we do not see why the American type of engine should not be equally successful in India and South Africa, where very similar conditions in the matter of road-bed, ballast, grades and curves are met with. The superintendents of motive power of the American railways make it their business to supply the greatest amount of motive power at the least possible cost, and they have uniformly found that the American type of engine fills both of these requirements better than any other design. If the Indian railways wish an expensive hand-made machine that will have polished corners and pull no more for the same expenditure of water and coal than the less costly American engine, they can of course have their wish. But to the eye of an expert their operating expenses will show this lack of judgment, and to the mind of the shareholder the railroads will have spent their money for that which is naught.

The writers of the communication to Lord George Hamilton close by asking that a commission be sent to India to study the comparative values of the British and American types. America will welcome any fair-minded commission which will pass upon the relative value of her engines with those of any other country if the prime cost and actual efficiency are taken into consideration.

It was recently announced that the Denver and Rio Grande Road would substitute women for men in its dining-car service. The Chicago Inter-Ocean raises the objection that a woman cannot draw a cork. But the Chicago paper proves too much. The Rio Grande officials will now be balked in this new departure by all the temperance advocates in the land.

CURRENT TOPICS.

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"If America will define the Monroe Doctrine, why should we not pledge ourselves not to intrude upon it? When we had acknowledged this doctrine America might propose it to the rest of the Powers for their adoption. If she did, the Powers could hardly refuse. Should they adhere their adhesion would be of great use, not to America, but to the cause of peace, for it would eliminate a great many of the notable causes of war. If the Monroe Doctrine became part of the public law of the civilized world, the risk of a war breaking out with regard to European interference in Brazil or Spanish America, now always a possibility, would then pass away."
The Spectator will also approve the canal treaty, and in another article on Secretary Hay's foreign policy will say:
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The Baptists were very much annoyed the other day, at their General Convention, in Richmond, by what many of them understood to be hissing at remarks which advocated a course on the Quarles-Barberian question, but it turned out that the majority of the gathering, but it turned out that the noise they took for hissing was a sh— to secure quiet, for the speaker.

Hissing is undoubtedly out of place in a church, but it is in place anywhere. It seems to us that if a man disapproves of what is being said at a meeting the sensible course is to await his turn, and then combat the arguments or statements with good horse sense. Any fool can hiss, and the bigger the fool the more apt he is to do so. The art, but it takes a man of sense to talk sense. If you cannot get a hearing to reply to wrong sentiments, then you have the choice of leaving, which a gentleman will do, or of making a scene. The former is the method of expressing disapproval indicated by hissing.—Staunton News.

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up wild reservation life again. She is a graduate of the Carlisle-Indian School.

OUR RELIGIOUS CONTEMPORARIES.

The Southern Churchman reproduces some records of ours concerning the proposal to divide the ABOUT EDUCATING school fund, and THE NEGRO.

But suppose these good gentlemen should succeed in enacting such legislation as this, where will the consequences end? White and black are not the only possible lines of division, and if this measure is good in one case, why not in all? What about education for the Romanist and Protestant? Or Jew and Gentile? Or even the lines of Protestant sectarianism in its manifold forms? How about rich and poor? Why should the rich man's money go without his consent to educate the children of the poor neighbor? Why should the Romanist be taxed to support a school he does not patronize, in order that the children of his Protestant neighbors may be educated? In such a case, the adoption of any such compulsory measure as this, a hundred "whys" will arise, and each will have in common justice to be settled on the lines of this newly found principle.

We call the attention of the friends of the cause to the fact that it is hedged about with dangers to the common welfare, and ask them to seriously and prayerfully consider before they take any such destructive action.

The Central Presbyterian contains a beautiful article on fallen leaves, concluding with the following LESSON FROM fallen leaves: In the fallen leaves, first Paradise, where dwelt in Innocence the first Adam and his helpmate, was every tree "pleasant to the sight and good for food." And there was "the tree of life," the first arbor vitae. But in the second Paradise, to which the Bible comes as by a circle, when the second Adam and his bride appear, there is again the tree of life. No doubt, this tree, now guards the way, and it is open to all. And its leaves, of uncounted multitude and of marvelous power, are for "the healing of the nations." Are they not the truths and blessings of the gospel, set free and scattered to the four winds, freely given for the life and health and beauty of the nations? Ezekiel, in his splendid vision of the city of God, tells of a tree and "the leaf thereof is for medicine." This is the leaf that heals the sickness of sin, and brings the nations into the endless Paradise, where are "sweet fields arrayed in living green."

"Fly abroad, thou mighty Gospel, Win and conquer, never cease!"
We did not intend to put the caption to this article in rhyme, but as it came spontaneously, we thought it would be "PIPES AND BEER" in a form FOR COLLEGE CHEER," a suitable heading, we will let it stand.

Mr. Henry S. Pritchett, who presides over the Massachusetts Institute of Technology, in a paper read at the annual dinner of the Schoolmasters' Club, in Boston, a few days since, delivered himself after this fashion. He said that college banquets were entirely too stiff and formal; that they lacked the element of good fellowship and free intercourse. He suggested the introduction of the custom prevailing in the German universities. Let the professors and the students lay aside their dress suits and meet unceremoniously in some ordinary room, each furnished with a bottle of beer, a glass, and a spooner of flaming beer. This is Mr. Pritchett's ideal of college cheer.

We are decidedly of the opinion that we have already made more importations from the German universities than are wholesome for us. Too many of our higher institutions of learning are largely tinged with the mysticism, rationalism and transcendentalism of the German schools. Now we are advised to add to these the convivial practices of the German students, many of whom spend no inconsiderable portion of their academic days and nights in the excesses of dissipation, thus laying the foundation for the most ruinous habits in a young man's life. American boys are urged to imitate them in this respect. We hope that Mr. Pritchett stands alone in his notion of student fellowship among all our college presidents. A man holding such views could hardly be regarded as a sound and sensible guardian for youth.—Christian Advocate.

Gossip Caught in The Hotel Lobbies.
Richmond's new depot, one of the most perfectly constructed and fitted out buildings, and containing absolutely modern conveniences, has received its full modicum of praise from visitors to the city who are interested in railroad affairs. One of these is Mr. William L. Floyd, an official of the Pennsylvania, who was in the city yesterday, and who, over the new building and was enthusiastic in his praise.

"It's a great depot," he said, "and I have seen many. Being a railroad man, of course I can appreciate its fine points better than the average man. I can say that I have seen no fault in it. The water sheds that have been used here for so long are now to be retired to the background, and personally I am glad of it."

Of course, there are hundreds of depots larger than the new one here, but not one of them is more perfectly constructed with an eye to the comfort of patrons. Both the shed and the building proper deserve high praise."

Mr. H. C. Dewey, a relative of Admiral George Dewey, is at Murphy's Hotel for a few days.

Mr. P. K. Davis, one of the most prominent citizens of Canton, Ohio, the home of the late President William McKinley, is at the Lexington.

Mr. Sherman Evans, of New York city, is at Murphy's.

"There is no industry in the world which adds so much to a city's commercial importance as a shipyard," remarked Mr. Joseph Mayer, of Philadelphia, yesterday, in the lobby of Murphy's. At Philadelphia, he located the Cramp Shipyard, possibly the most famous shipyard in the world.

"I see by the afternoon paper," Mr. Mayer continued, "that Richmond has just split an order with the Cramps. The importance of this is not only great to Richmond, but to the Cramps as well. 'General' T. McKim, you can get out on the coast somewhere and build a bateauaux, and instantly that spot assumes a new importance, and that, as I understand it, has been the case in Richmond. I saw recently, too, that another shipyard may be established here. If the city is wise it will offer to this new enterprise every possible inducement to bring it here. Look at the Trigg yard and see what it has done, and then think what another yard of the same size would do. This is the story in a nut-shell."

"As a matter of fact, Philadelphia has suffered somewhat by the establishment of new shipyards within the last few years, but then we can spare a few fat orders. The Standard Oil craft, to be built here, ought to be a good thing to show the value of the yards. I see, too, that Richmond is building a warship, the Galveston. Good for Richmond."

During the afternoon lull in the rush

Tutt's Pills Cure All Liver Ills.
Secret of Beauty
is health. The secret of health is the power to digest and assimilate a proper quantity of food.

Do you know this?
Tutt's Liver Pills are an absolute cure for Sick Headache, Dyspepsia, Malaria, Constipation and kindred diseases.

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The magnificent Carriage Exposition held in October at the Grand Central Palace in New York, was personally attended by the head of our house, who made critical selection of the Newest Design and many of the best vehicles exhibited most of which have already arrived. They with our usual stock of all that's best in Carriages and Harness, make our repository equal to any in the North. It will afford us pleasure to show you these, and you may know where to obtain fine Carriages and Harness when you need them, even though you may not contemplate purchasing now.
It may be a timely suggestion, that in things better be more appreciated as Christmas, than at a Smart Tea Runabout or set of Harness.<